

# CYCLING EUROPE





# Mobility to Turkey



In October 2013, our school's partners of the Comenius Project came to Turkey, our town. We made a lot of new friends from Italy, Spain and Germany.

The students stayed at our houses. We had the chance to introduce them the Turkish culture. The students tasted Turkish Kebap, Döner and Turkish pide for the first time and they liked them. We did a lot of joyful activity. We had a quiz show and German students were the winner. We gave presents to each student, a T-shirt with the logo of our Project.



We opened the bike road in our town together with our foreign guests. It was very exciting and amazing, because it is the first one in our town. The mayor of our town supported us financially. He was also with us while cutting the red ribbon with coordinator teachers from all four countries. Now, we are using the bike road when cycling and always remember this day and the Project. Our mayor also had a bike parking area built behind the school building at the school garden.





Before our guests left Turkey, we prepared a feast at Pamukören Park. We had a nice and happy time together. They are always welcome in Turkey.



MERVE ÖZEL,  
PAMUKÖREN  
HIGH SCHOOL,  
GRADE 11



---

# Mobility to Munich

by Julian Wykowski

---

## Monday

On Monday, the guest students arrived and became integrated with the host families. Due to different arrival times, there was no activity on Monday.

## Tuesday

On Tuesday, the official opening ceremony was held. Chosen students from the European School in Munich performed a dance with all 27 European Union Flags (+ Turkey) to the EU hymn, "Ode an die Freude". See *Picture 1*. Afterwards, the director of ESM High School, Mr. Hrovath held a speech and all partner schools gave their presentations. See *Picture 2*. Also, ESM bands played and the theatre group performed the well-known piece "Three Penny Opera". At 12 am, short sport activities concluded in lunch break and, finally, small groups of host students showed their exchange partners around the City of Munich. At the end of the day, students and teachers joined to cook and eat altogether. Traditional meals were presented and the culinary know-how was exchanged between different countries, even cultures .

Picture 1: Flag-dance on Tuesday.



Picture 2: The director's speech.

## Wednesday

On Wednesday, a chosen group of students went to the BMW World (See picture 3), and the english-speaking went on a tour of the BMW factory, whereas the rest visited the BMW Museum. Sadly, filming was prohibited in the factory. Later both groups joined again at BMW World and went to a local pub for lunch. In the afternoon, cycling was

---

---

planned, though it was canceled due to the bad weather conditions. All students got free time, and most of it was spent in shopping malls.

### Thursday

On Thursday the group visited Neuschwanstein, fortunately good weather was present this day. Neuschwanstein is a fancy castle in the alps ordered by King Ludwig II of Bavaria. *See Picture 4.* After a long bus trip and a short walk to the castle, a tour guide showed the group around the amazing castle and students were able to go to the gift shop or take pictures from the panorama platform. Subsequently, the group was taken back to Munich



Picture 3: BMW World.

and the guest students went to their host's homes. They prepared for the final party, which took place in the form of sport activities (*see Picture 5*), a joint meal that was prepared in a barbecue from all teachers and students such as a short disco. Mr. Lindemann, the German Comenius-Coordinator handed out certificates of participation to students and teachers, as it was the last Comenius meeting in the whole Comenius project.



Picture 4: Neuschwanstein



Picture 5: Sports.

### Thursday/ Saturday

Departure of exchange students.

---



# Ecogarden in Latvia

Iecavas Boarding school has an ecogarden!

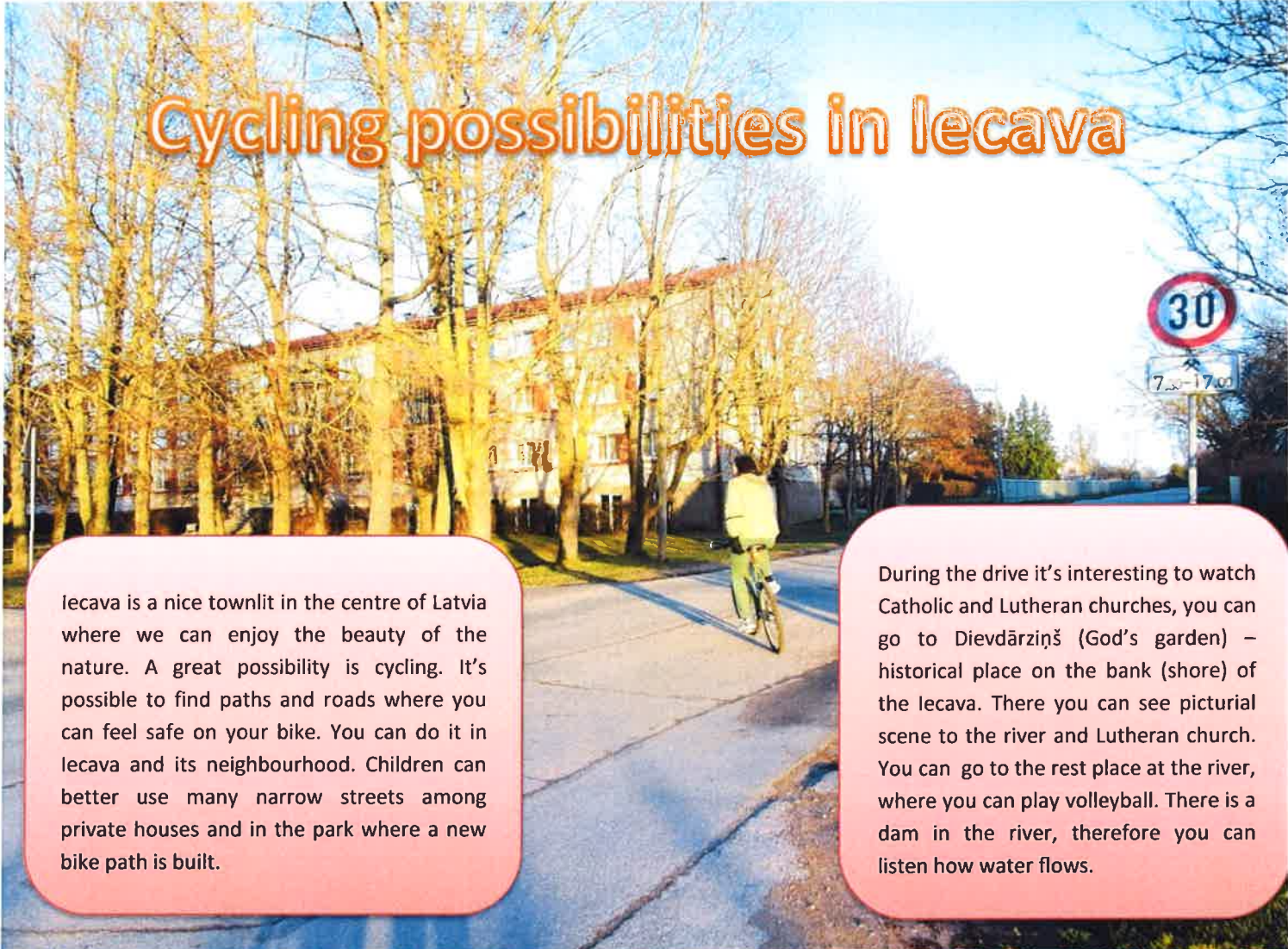
There are growing  
garlics, rhubarb, some  
carrots, peppermint,  
chamomiles, dill and  
other greens!

The school has  
apple trees,  
pears, plums and  
cherries!

All vegetables, fruits  
and greens are used  
in school kitchen!

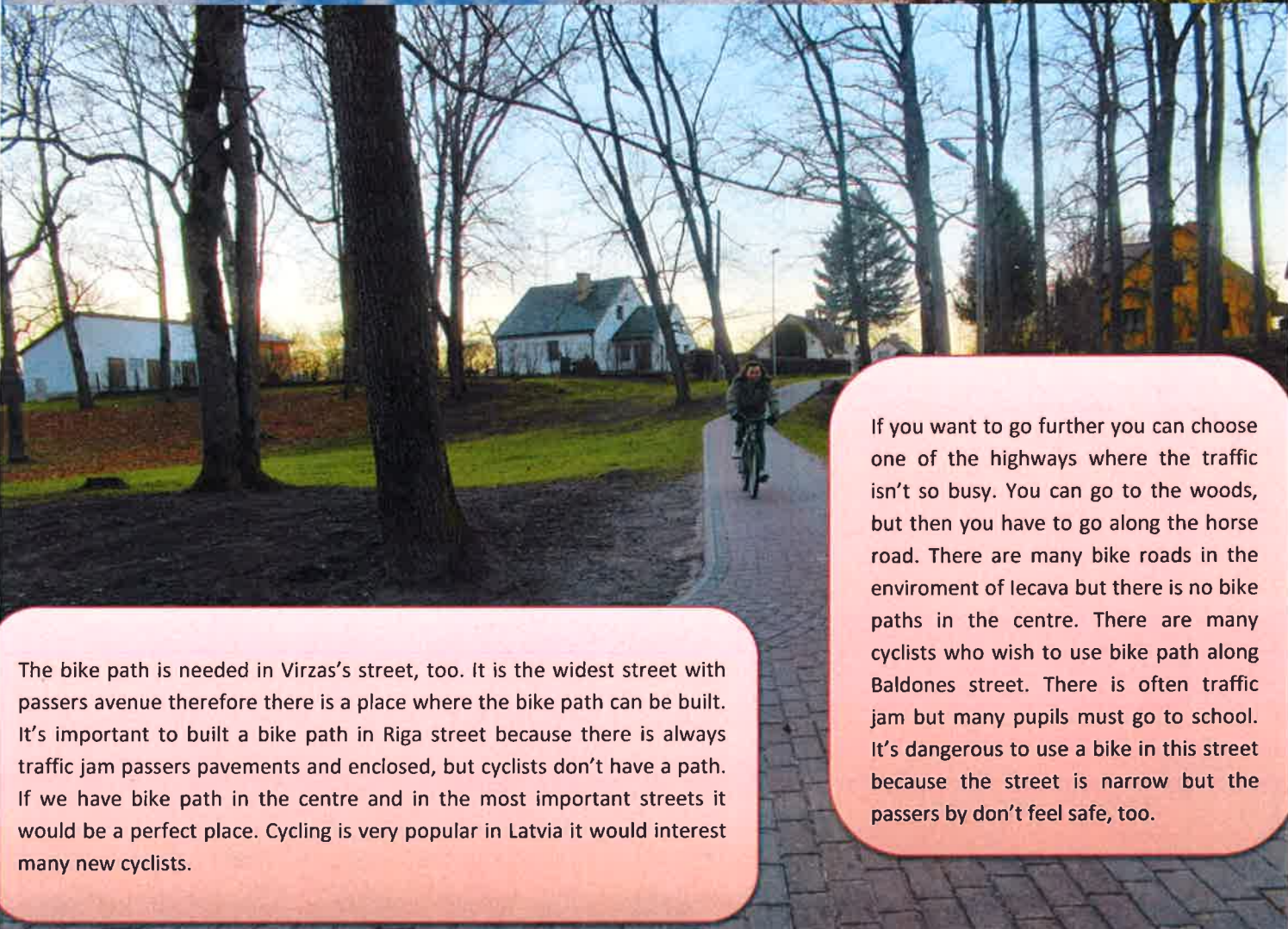


# Cycling possibilities in Iecava



Iecava is a nice town in the centre of Latvia where we can enjoy the beauty of the nature. A great possibility is cycling. It's possible to find paths and roads where you can feel safe on your bike. You can do it in Iecava and its neighbourhood. Children can better use many narrow streets among private houses and in the park where a new bike path is built.

During the drive it's interesting to watch Catholic and Lutheran churches, you can go to Dievdārziņš (God's garden) – historical place on the bank (shore) of the Iecava. There you can see pictorial scene to the river and Lutheran church. You can go to the rest place at the river, where you can play volleyball. There is a dam in the river, therefore you can listen how water flows.



The bike path is needed in Virzas's street, too. It is the widest street with passers' avenue therefore there is a place where the bike path can be built. It's important to build a bike path in Rīga street because there is always traffic jam, passers' pavements and enclosed, but cyclists don't have a path. If we have bike path in the centre and in the most important streets it would be a perfect place. Cycling is very popular in Latvia it would interest many new cyclists.

If you want to go further you can choose one of the highways where the traffic isn't so busy. You can go to the woods, but then you have to go along the horse road. There are many bike roads in the environment of Iecava but there is no bike paths in the centre. There are many cyclists who wish to use bike path along Baldones street. There is often traffic jam but many pupils must go to school. It's dangerous to use a bike in this street because the street is narrow but the passers by don't feel safe, too.



# POSITIVE ASPECTS OF TARANTO

Taranto, home of some nasty-looking but usually non-fatal spiders, is the source of the word "Tarantula". It is characterized by two seas: The Great Sea and the Small sea.

The city's Mar Piccolo (or small sea), which is fed by brackish seawater and undrinkable freshwater springs ("Citri"), is the site of huge mussel- and fish-farming operations.

The Great Sea, also called "Rada of the Great Sea" as there are stopping ships, separated from the Small sea from one end that closes the bay, directed towards the artificial island which constitutes the original nucleus of the city, connected to the rest of the town through the port of Naples Bridge (better known to locals as "Stone Bridge") and the Swing Bridge. The Great Sea is also separated from the Ionian Sea from Capo San Vito, near the Cheradi Islands of St. Peter and St. Paul, plus the third largest island of San Nicolichio, fully incorporated in the steel plant. These form a small archipelago that closes perfectly the ideal arc created by the natural bay of the Great Sea.

It is considered an inland sea, therefore it presents problems of water exchange. Its two breasts are ideally separated from the Punta Penna Pizzone Bridge, which connects the Punta Penna with the Punta Pizzone: the first breast has the shape of a rough triangle, whose vertices are represented by the opening to the south east on the second breast, and opening to the West via the Great Sea on the natural channel of Porta Napoli; the second breast instead has the shape of an ellipse, whose major axis measures nearly 5 km towards South - West North East. In the first breast there is also a river, the Galeso river.

It is at the historic crossroads of the Magna Grecia and the Appian Way. It has a large, natural harbor of turquoise waters. And its climate is mild and moderate most times of the year.

Claudio Antonante, 3E



# NEGATIVE ASPECTS OF TARANTO



The negative aspects of our city is the case of the Ilva steel factory which outlines how the relationship between industrial development, social and environmental sustainability can only bring serious damage over time .

The importance of the source of pollution in Taranto has been discussed for decades, until the recent events: the emergency of the dioxin problem that brought the reality of Taranto to become a national case, pointing out the presence of an industrial area that includes one steel plant, a refinery, a cement plant, a port crossroads of the major global oil trade and a number of "minor" industries. This situation certainly cannot exist with zero impact .

The magnifying glass to Taranto moves to the Eni refinery and especially on the Ilva steel plant, built near the city and practically adjacent to the first houses of the suburbs. When it turns out dioxin (cataloged as one of the more toxic compounds), public attention of Ilva reaches new levels and assessments are followed, the owner agrees to reduce emissions and clean up the area.

Environmental pollution in Taranto remains, unfortunately, at the highest levels and has an impact on health and quality of life, but also on commercial activities such as fishing, farming, tourism.

We are working to improve our situation.

Marta di Lena, 3E





## RESOURCES FOR BIKE LANES, THE MAYOR OF TARANTO URGES THE REGION OF PUGLIA

**TARANTO** – "The Municipality aims for bike lanes to improve the livability of the town and initiated a general planning of sustainable mobility that involves the whole city. Now just waiting for an effective intervention of the Puglia region to define rapid grants for the construction of bike paths. And this is all the more urgent in view of the expiry of the measure FERS PO 2007/2013".

"In the absence of these resources - continues the statement - it would not be possible to create a functional network of mobility alternative to the usual means of public and private transport. The Mayor, who does not want to miss this opportunity to encourage environmentally friendly modes of transport, urges the regional councilor Giannini, CEO of Infrastructure and Mobility, and the executive authority to be in favor of the proposed design of bicycle paths. It explains the objectives and interventions."

The mayor writes that "in Taranto a large stretch of the bike path is being constructed on the major artery of Viale Magna Grecia, which will connect the bike path avenue of the Ionian Sea, in the process of improvement, to the sea. For an effective network of bicycle mobility for the entire municipality, is missing an important part of the connection between the zones Cimino - Cross and this fact has not escaped the City Council.

Subsequently, the Executive also approved the preliminary plan for the realization of works aimed at the creation of bicycle and pedestrian paths linking areas Cimino - Cross to nominate a regional funding through the re-use of economies of competition resulting from previous works " creating an integrated system of high-speed lines for public transport in urban locations Cimino - Parking - Cross. "Meanwhile, all acts, both those pertaining to the Area Wide Taranto, and those pertaining to the Municipality of Taranto in relation to the intervention program already funded by Prime Line 5.2 Excerpt were already in place."



# The cycle lane of the sea in Taranto yet another example of degradation

The Ionic capital, like other cities that are on the sea, wanted to connect the city centre to its beaches and for this a cycle path was constructed connecting avenue Ancient Greece to the town of San Vito. How do you explain the poster below, the track is called "Routing path Taranto South." The construction work began in December 1999 and was completed in October 2000.

The track was built as a multi-fund operational programs 1994-1999 POP and has cost 532 million pounds disbursed by the European Community. We will walk together through photographic images, of the four kilometers connecting the city to the seaside resort.



REGIONE PUGLIA  
COMUNE DI TARANTO

PROGRAMMA OPERATIVO PLURIFONDO II TRIENNIO 1997/1999  
SOTTOMISURA 7.3.8

## ITINERARIO CICLABILE TARANTO SUD

PROGETTAZIONE ESECUTIVA  
NUCLEO COMUNALE

Arch. Prof. Vincenzo DE PALMA  
COORDINATORE UNICO

Arch. Giuseppina MASSAFRA  
RESPONS. DEL PROCEDIMENTO

Geom. Giovanni CARBOTTI

Ing. Massimo NISI  
Ing. Lucia CUOCCI

€ 531.899.151

NUCLEO CONSULENTI

IMPORTO DELL'APPALTO

DATA INIZIO LAVORI: 13.12.1999

DATA FINE LAVORI: 09.10.2000

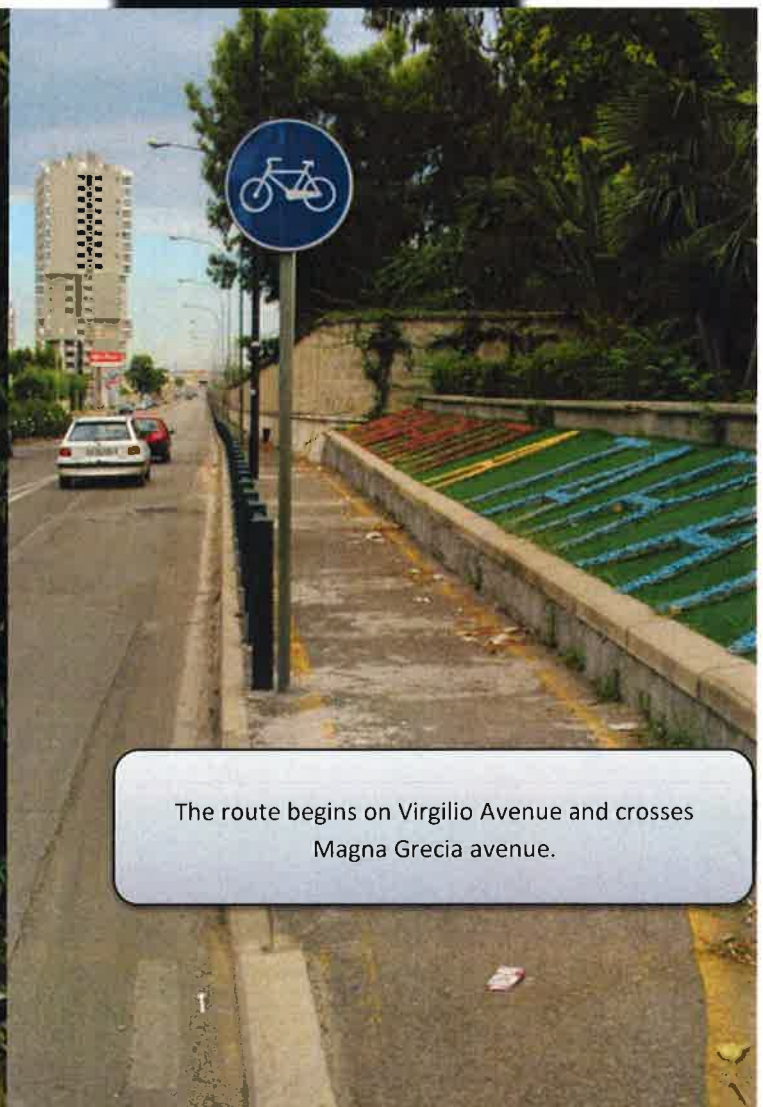
IMPRESA APPALTATRICE

RESP DELLA SICUREZZA

**C.B.M.C. S.r.l. TARANTO**


Geom. Vito MESSI

Comprehensive sign explaining who built the track, when and how much it cost. As usual our government is good at outsourcing when there are public funds to spend but have no desire to improve or maintain it. In some cases such as the bike path Lecce San Cataldo were never finished and vandalized.




The route begins on Virgilio Avenue and crosses Magna Grecia avenue.



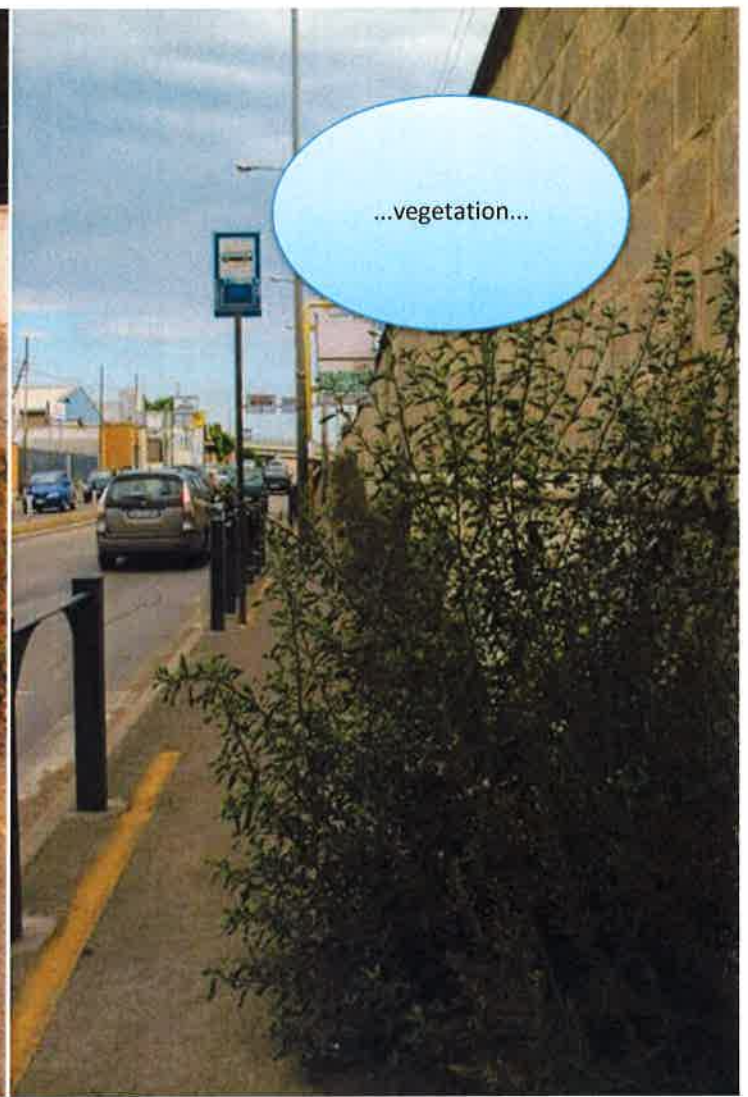


After about a kilometre we leave the "sidewalk" and take a real bike path with optional litter of broken bottles and various waste.



Progress towards Via San Vito track is interrupted by prefabricated blocks following a bad accident. No one has tried to restore the viability of the track. The abundant flora looks more like a trip through the jungle with Harrison Ford carrying a machete instead of a nice drive towards the sea.



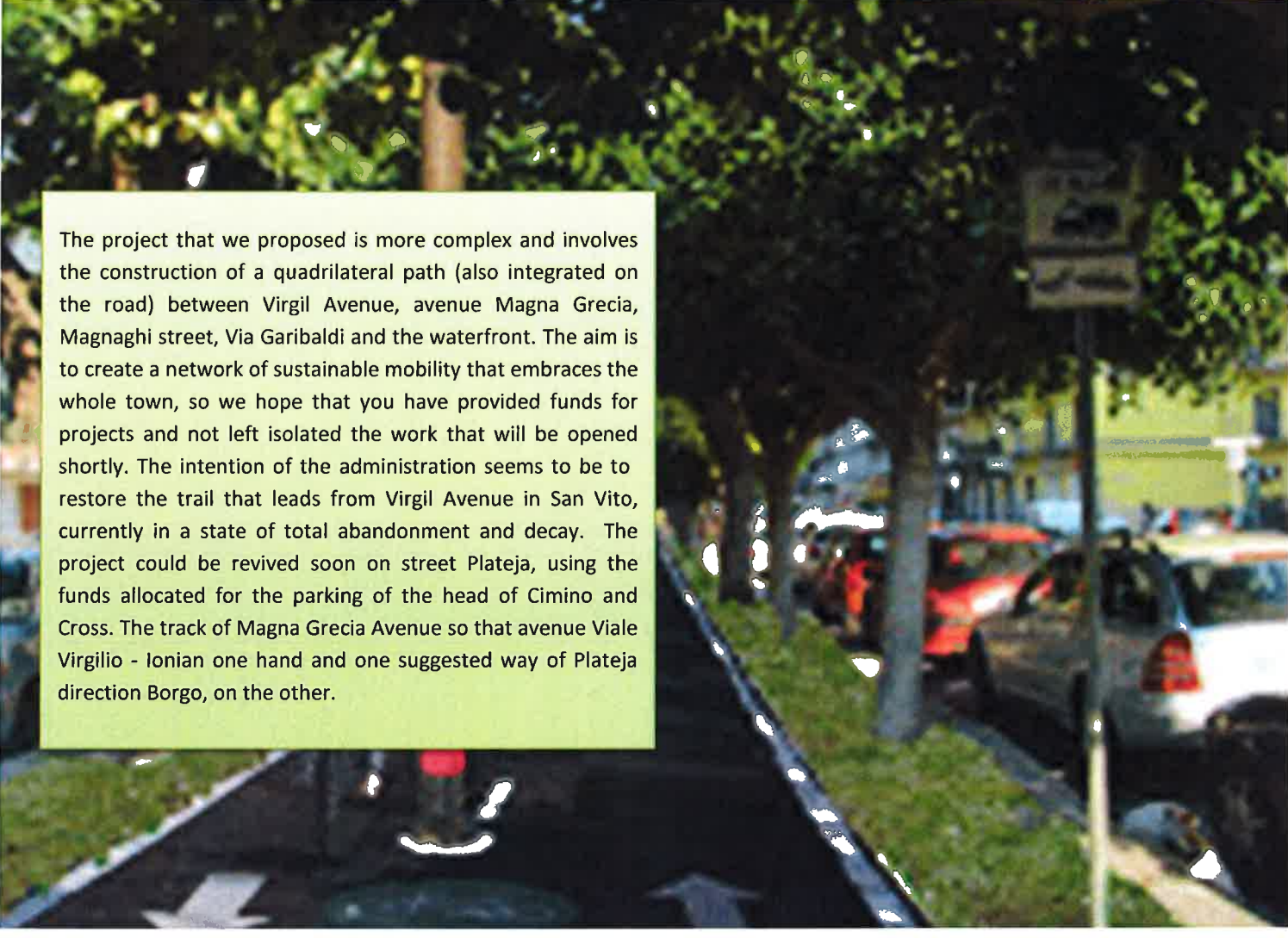






## DEVELOPMENT – BICYCLE LANES IN THE CITY, WE START FROM VIALE MAGNA GRECIA

There are many bikes on the streets of our cities. The Municipality of Taranto has finally approved a project for the construction of a new bike path. The route will be constructed in the middle of the traffic island in Viale Magna Grecia and will be divided in batches. The first one, which presumably will start at the end of next spring, will cover the stretch between Virgil Avenue, to the intersection with Via Veneto, with a length of 796 meters and a cost of € 1 million in municipal funds . In fact, with lower costs would be able to do much more right now, but the calculation of costs seems to have affected the renovation of sidewalks. The creation of a new lighting system and also the reconstruction of the asphalt on the section of road affected. Our Regular readers will remember that for some time we carry out the project "Tarantociclabile", written by Michele D' Anna Cicloamici.



The project that we proposed is more complex and involves the construction of a quadrilateral path (also integrated on the road) between Virgil Avenue, avenue Magna Grecia, Magnaghi street, Via Garibaldi and the waterfront. The aim is to create a network of sustainable mobility that embraces the whole town, so we hope that you have provided funds for projects and not left isolated the work that will be opened shortly. The intention of the administration seems to be to restore the trail that leads from Virgil Avenue in San Vito, currently in a state of total abandonment and decay. The project could be revived soon on street Plateja, using the funds allocated for the parking of the head of Cimino and Cross. The track of Magna Grecia Avenue so that avenue Viale Virgilio - Ionian one hand and one suggested way of Plateja direction Borgo, on the other.



# Sondaggio Pista Ciclabile Magna Grecia

## Bicycle lanes at Taranto, in conflict

The City will invest 4 million, the traders no  
would not have been carried to the city center bicycle lanes

TARANTO - The Municipality of Taranto invests in bike lanes. € 3,800,000 is available through which the ionic capital starts to climb the national rankings in alternative mobility. Now, according to the latest ranking of the Italian daily newspaper. Today, it is the place for ninety kilometers of areas for cyclists, but the goal is at least the middle of the table. The project is the total figure, one million will be used to trace about 800 meters on the traffic island in Viale Magna Grecia (Corriere del Mezzogiorno spoke December 29) and the remaining 2,800,000, originally intended to implement the fast lines to transport between parking and public Cimino Cross, were hijacked on a bike path of twelve kilometers, the path of which is yet to study and then to realize.

Presented undoubted benefits for the community because it would provide more rapid movements, timely and less polluting, remained to identify the solutions for the residents. Anyway, we must first determine what are the bike paths, or if the walk as an alternative means of movement than private cars. In this case, in the suburbs and in marginalized areas is of little value, they are ends in themselves. "An old idea of where he worked the local police looked the pedestrian area of the village as an ideal site to track the first embryo of bicycle lane in an area full of shops, offices and banks. The polemic " On this project - continues Corvace - you can agree why the utility exists and certainly in this case, the bicycle can be deployed as a means of transport and it would not be difficult to place in the center of the racks."

It was sufficient opposition from a handful of artisans and merchants of the streets, despite the favorable opinion of Confcommercio, to derail this project already done by the municipality in its Wide Area. The traders, among others, are also against delimited lanes for cyclists or bus as this would prevent the break in a double row view as the only system to facilitate the customers. In practice, the legalization of a flagrant breach of the highway code. "The design of high-speed lines - says Leo Corvace of Legambiente Taranto - it was positive because it made public transportation, finally competitive with private vehicles.

*Assessore ai LL.PP.*

*Lucio Lonoce*



# Slow Food

Slow Food is a concept which was invented by Carlo Petrini in Italy, its logo is an edible snail.



The philosophy is a food which is good, clean (bio), and fair. The organization is active in 153 countries, has 100,000 members, and they are organizing 1,300 « convivias », a sort of educational meeting to inform people of the good food. They have also a few other campaigns, like « Terra Madre », which is helping breeders, farmers and fishermen to live and survive against the « big industries ». They also help traditional fishermen with the campaign « Slow Fish ».





They also want to change laws, because in some countries, it isn't allowed to produce cheese from raw milk, and so Slow Food created « Raw Milk », which is the most political sub-organization of the project.



The campaign GMOs is a movement against genetically modified crops, which are supposed to be not healthy.



This campaign is active most likely through convivias.

For more information, you should visit [www.slowfood.com](http://www.slowfood.com)

Text by Eyvind Casse, based on a presentation by Daphne Wagner



# FOOD PYRAMIDS

a food pyramid tells you  
how to eat healthy.

~~Avoid sweets.~~

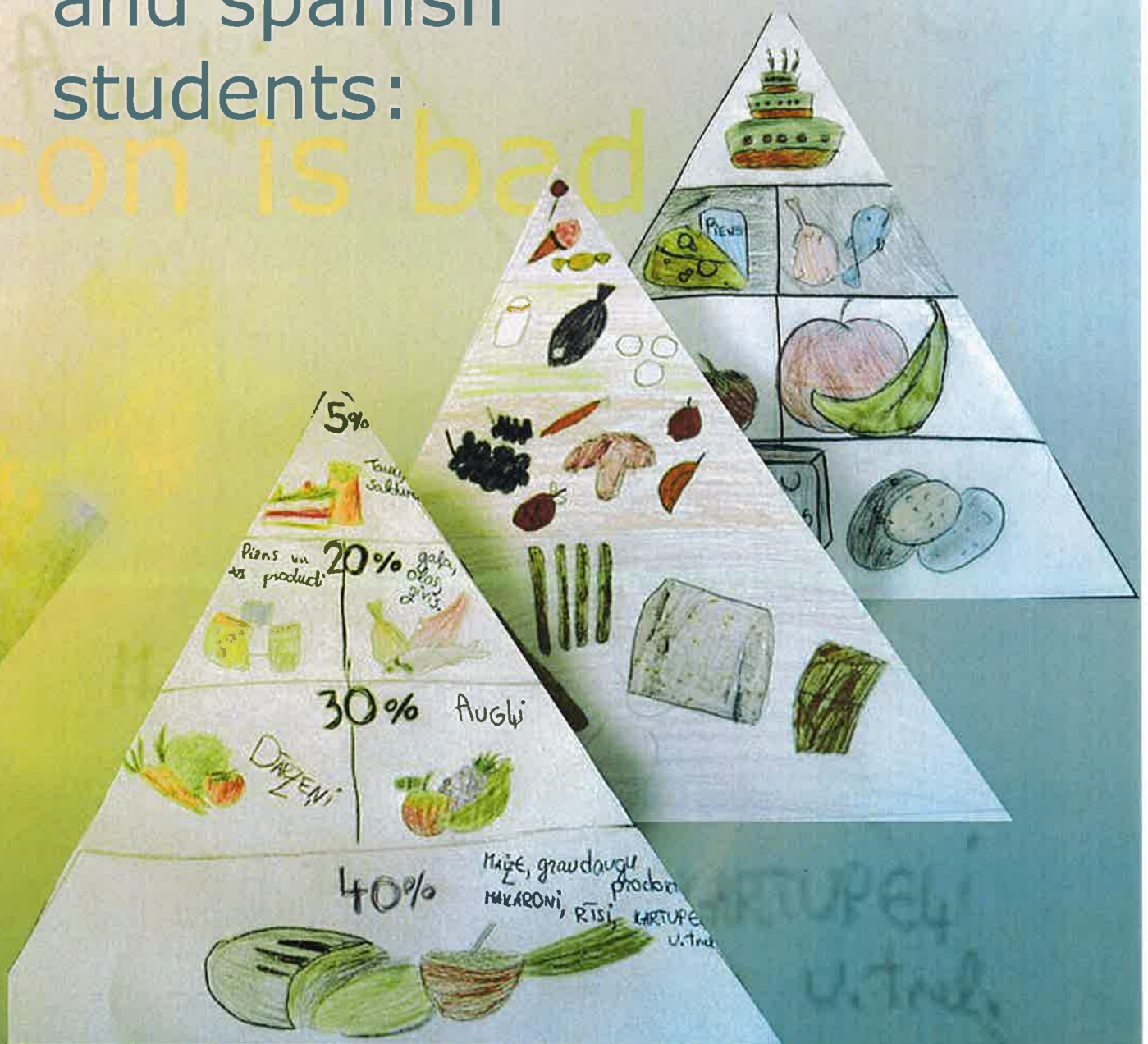
Eat some of these:

Eat a lot of fruits and  
vegetables.

Your diet should be based on  
these foods.



Some examples of food pyramids, drawn by latvian and spanish students:







# CONTENT:

Mobility to Pamukören

Mobiliy to Munich

Ecogarden in Latvia

Cycling possibilities in Iecava

Positive aspects of Taranto

Negative aspects of Taranto

Resources for bikes in Taranto

Slow Food

Food pyramid